

FUTURE LAND USE PLAN

Introduction

The Future Land Use Plan and Future Land Use Map represent the primary means by which the City implements the overarching goal of creating and sustaining a safe and healthy community. The Land Use Plan becomes the framework by which zoning and subdivision ordinances are updated and capital improvement funds are allocated.

Future Land Use designations are guided by the Sustainable Growth & Land Use goal stated in this Comprehensive Plan:

Sustainable Growth & Land Use Goal: Embrace the principles of “sustainable growth” and adoption of the Future Land Use Plan, promote a balanced mix of residential, commercial, and industrial uses which will accommodate the needs of existing businesses and residents and encourage well-planned development/redevelopment opportunities for new businesses and residents while at the same time protect the historic, architectural, cultural, and natural environment of Danville.

Policies / Objectives

The policies/objectives established in support of this goal are:

- Seek to maintain a viable mix of residential and non-residential uses in Danville, typically defined as 65% residential / 35% non-residential.
- Encourage and direct residential, commercial, and high tech and light industrial development closer to the center of Danville where existing infrastructure is in place and to avoid the “donut hole” development pattern that can come about in older cities. Revisit fringe residential zoning only as demand for new housing grows.

- Encourage and direct medium and large-scaled industrial development to vacant parcels in established industrial parks or appropriately situated larger parcels near support services, public utilities, major transportation facilities, and other needed infrastructure.
- Encourage and support mixed use development in Danville’s older commercial areas through the redevelopment of upper floor residential and ground floor retail space and the development of appropriate infill structures.
- Encourage and support mixed use development where larger “gateway” parcels and traffic flows warrant additional regional retail facilities so as to capture a portion of future residential growth within the City and to manage traffic congestion while encouraging and supporting neighborhood retail development on smaller parcels with more distinctly local traffic patterns in or near established neighborhoods.
- Protect and maximize the historic, architectural, and cultural environment of Danville by supporting the adaptive reuse of older and historic structures in the River District of Danville and the former industrial neighborhoods in central Danville and by providing revitalization resources to older neighborhoods
- Discourage the development of land in the flood plains of the Dan River and its tributaries and parcels with severe slopes except where adequate measures can be put in place to minimize run-off and on-site and off-site flood related impacts.

The Future Land Use Plan and Map include land use recommendations that support the goal of sustainability along with the seven land use policies listed above. The Existing Land Use Map and the Zoning Classifications map that follow this page show the current use and zoning designation for the city.



Future Land Use Categories

The Future Land Use Plan assigns land use classifications based on recommendations for the preferred type and density of future land uses. Along with the policies and objectives incorporated into the Comprehensive Plan document, the Future Land Use Plan and Map articulate the long range view of the City, which incorporates the public input gained through the “Imagine Danville” campaign. From an implementation standpoint, the Plan geographically assigns the adopted mix of land use classifications upon which subsequent zoning and subdivision decisions will be based. Used together, the Comprehensive Plan and the future Land Use Map serve as the fundamental planning tools which will guide future development in Danville.

The future land use categories have been kept general to allow for flexibility in identifying the appropriate zoning designation in areas where new land uses are recommended. There are five land use categories with varying densities that would be found in the zoning designations shown in Figure 13 to the right.

Planning Areas

For the purposes of land use planning, twelve unique geographical areas of Danville have been identified. These geographical areas are referred to as “Planning Areas” and are identified on the Planning Areas Map following this page. Within these twelve Planning Areas, several Sub and Redevelopment Areas have been identified because of their suitability for new development or redevelopment. The city has been divided as follows:

City of Danville → 12 Planning Areas → Sub Areas and Redevelopment Areas and Existing Urban Development Areas

Figure 13: Future Land Use / Zoning Classifications

Future Land Use Categories	Current Zoning Districts
Rural Residential	Sandy River Residential Threshold Residential
Low Density Residential	Suburban Residential
Medium Density Residential	Neo-Traditional Residential Old Town Residential Attached Residential
High Density Residential	Multi-Family Residential Manufactured Home Park
Neighborhood Commercial	Neighborhood Retail Commercial
Community Commercial	Transitional Office District
Regional Commercial	Highway Retail Commercial Planned Shopping Center Commercial
Mixed Use	Central (Downtown) Business Commercial Tobacco Warehouse Commercial Neo-Traditional Residential* Transitional Office*
Light Industrial	Light Economic Development Cyber Park One
Heavy Industrial	Manufacturing
Open Space	No corresponding zoning designation

* Some mixed use zoning categories are also appropriate for residential or commercial land use.

Existing Urban Areas are developed portions of the city that include public rights-of-way, dedicated easements, parking areas, sidewalks, and buildings. These are considered stable in most instances, but they may also include land which is suitable for infill or reinvestment.



Comprehensive Plan

Specific land use recommendations have been prepared for the twelve Planning Areas of Danville:

1. Westover
2. Piedmont/Mt. Cross Road
3. Country Club
4. South Danville
5. Southwyck
6. River District
7. West Main
8. Airport/Industrial
9. South Boston Road
10. North Main
11. Piney Forest Road
12. Franklin Turnpike

Determining Yields

Each planning Sub Area includes a chart that outlines the developable acreage, current zoning, potential yield, and a future land use designation. Potential yield for a particular zone is determined by the current yield of housing units or square footage per acre that already exists in other comparable parts of the city. The average yields shown in Figure 14 to the right have been determined for those zones that are located within the Sub Areas.

Figure 14: Average Yields

Zone	Yield Per Acre	
Sandy River Residential	0.1	units
Threshold Residential	0.4	units
Suburban Residential (light)	0.9	units
Suburban Residential (dense)	1.1	units
Old Town Residential	2.9	units
Attached Residential	4.2	units
Multi-Family Residential	13.0	units
Cyber Park One	3,977	sq feet
Light Economic Development	6,720	sq feet
Manufacturing District	9,448	sq feet
Highway Retail Commercial	9,589	sq feet
Planned Shopping Center Commercial	9,589	sq feet
Transitional Office	10,532	sq feet

Stormwater Management

Danville currently meets the requirements of both the Virginia Stormwater Management Act (VSMA) and its related Virginia Stormwater Management Program's (VSMP) permitting regulations. The City has adopted a Stormwater Management Plan and has developed a permitting and review process that is closely tied to the state's requirements for the construction and maintenance of stormwater systems. The City has also worked to incorporate Best Management Practices (BMP) into its program to encourage unique and innovative methods of reducing stormwater runoff from private land into the public system.

However, like many older American cities Danville's public stormwater system was first installed in the 1920s. The system is currently maintained with the use of *general funds* and does not have a direct source of funding that will allow for maintenance and



improvements to the system to ensure the City is able to meet not only the current requirements for a public system, but also provide funding to meet any future state and federal mandates.

Regulations that govern stormwater management systems come from both the U.S. Environmental Protection Agency and the Virginia Department of Conservation and Recreation. The agencies mandate stormwater regulations for both private land and public systems, but funding to ensure compliance is generally not available to localities. Localities must fund their own stormwater management programs.

Recent changes to statewide dam safety regulations (2011) mean that privately owned dams that may have previously been exempt from regulation must be reviewed and classified. An impounding structure (dam) is excluded if it meets the following requirements:

- is less than six feet high;
- has a maximum capacity less than 50 acre-feet and is less than 25 feet in height;
- has a maximum capacity of less than 15 acre-feet and is more than 25 feet in height;
- is used primarily for agricultural purposes and has a maximum capacity of less than 100 acre-feet or is less than 25 feet in height

The Department of Conservation and Recreation (DCR) may provide funding to property owners who must use professional assistance to classify, analyze and map their impounding structures. Private owners are encouraged to contact the Regional Dam Safety Engineer at (540) 394-2550 or visit www.dcr.virginia.gov/dam_safety_and_floodplains for more information.

Recommendations for Action

In order to promote continued compliance with state and federal regulations for both the private and public stormwater management systems and to develop the financial resources to fully implement the public Stormwater Management System, the following steps should be taken:

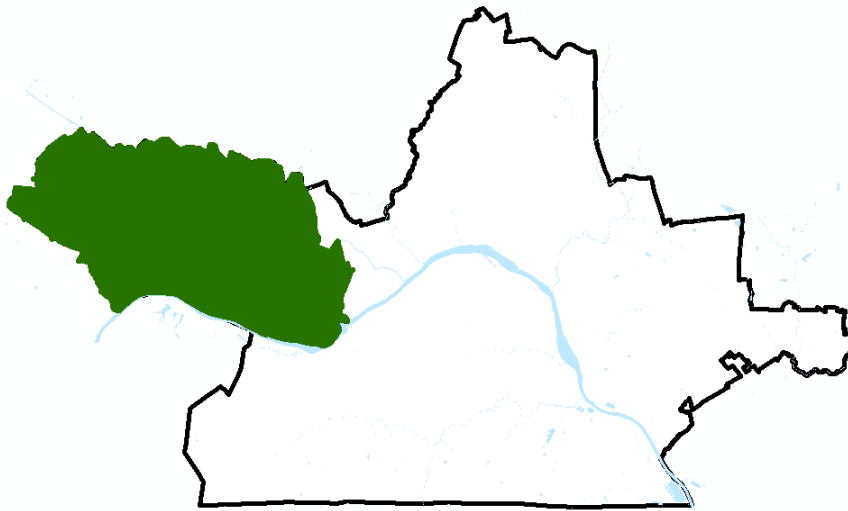
- Continue to keep staff updated on current state and federal regulations for stormwater management. Also ensure that staff and local developers are kept current on changing Best Management Practices (BMP) to ensure quality development that reduces stormwater runoff into the public system
- Implement a Stormwater Management Inspection Program to ensure the proper maintenance and operation of private BMP structures on an annual basis. Private BMPs require periodic inspections that review landscaping maintenance, debris removal, pipe and outlet cleaning, sediment removal, and dam maintenance. The City should conduct these inspections under a signed maintenance agreement with the private owner to ensure the system is working properly.
- Develop a Regional Stormwater Management Plan that emphasizes regional BMPs over small, onsite systems in an attempt to protect runoff into the public system and water quality. The City should work closely to develop regional BMPs with not only Pittsylvania County but also neighboring counties in both Virginia and North Carolina. The development of regional BMPs reduce runoff and prevent the inadvertent effect of having a BMP in a neighboring locality that simply pushes the stormwater runoff into the next locality causing flooding issues. Regional BMPs could also have the effect of reducing costs to the City from future disasters and reduce the strain on its public stormwater maintenance system.



Comprehensive Plan

- Review stormwater and local floodplain areas to determine areas for improvement and/or enhancements to both the private and public systems and buildings that would help reduce risk to life and property from future flooding events. The City should also look at both state and federal funding sources for hazard mitigation to help address and fund these needed improvements.
- Develop a Stormwater Utility to help cover the cost of maintenance and improvements to the public stormwater management system. The concept of a Stormwater Utility is new to Virginia only recently being allowed under the Code of Virginia, but several communities have taken this action including the City of Richmond. The adoption and implementation of stormwater utility would provide not only a direct source of funds for the cleaning and maintenance of the current public system, but would also allow the City to identify areas in need of improvements such as enlarged culvert pipes, additional or enlarged drop inlets, and other drainage related infrastructure. It is recommended that this utility set fees for residential and commercial/industrial properties based on impervious surface. Credits could be given for actions taken by private property owners that reduce their runoff into the public stormwater management system.



Planning Area 1: WESTOVER

Location: Planning Area I is the largest Planning Area identified within the City. It is located in the northwestern portion of the City, encompassing over 5700 acres, or approximately one fifth of the City's entire land area. It is bordered on the west by the City's corporate boundary, on the north by the Sandy River, on the east by Sandy River and Piedmont Drive, and on the south by the Dan River. Nineteen sub areas have been identified within the Planning Area.

Existing Land Use: The Westover Planning Area is predominantly residential in nature, with a mix of scattered neighborhood service and public uses supporting the span of neighborhoods in the area. Some of the largest subdivisions located within the Planning Area include: Westover Hills, Surry Hills, Fox Hollow Farms, Sandy Shores, Oak Hills, Wyndover Woods, Birnham Woods, Westend Estates, Dan's Hill, and Windsor Heights. Planning Area I is home to the highest

concentration of active agricultural uses and undeveloped land in the City.

Environment: The planning area is bordered by the Sandy River to the north and the Dan River to the south. Flood plains and steep slopes are also present as they relate to streams and ravines that lead to the two rivers.

Public Utilities: Public water and sewer is available through most of the planning area with the exception of outlying areas along the northern city boundary and along the Dan River. Extension of public water and sewer would be necessary for new development.

Corridors: Riverside Drive and Westover Drive

Future Land Use:

- Limit access points along Riverside Drive to maintain its role as an arterial road.
- Maintain residential character of Westover Drive.
- Prioritize infill residential and assisted living development close to major thoroughfares over "leap frog" suburban development in outlying areas of the planning area. Revisit large-scale residential development in fringe sub-areas only as housing demand grows.
- Neighborhood Commercial development at the intersection of Westover and Riverside Drive.
- To prepare for future growth (10-15 years forward), work with Pittsylvania County to secure right-of-way between Westover and Mt. Cross (north of city limits) for a through road that would alleviate traffic congestion along Westover and Riverside and open up northern parcels of land for more concentrated residential development.

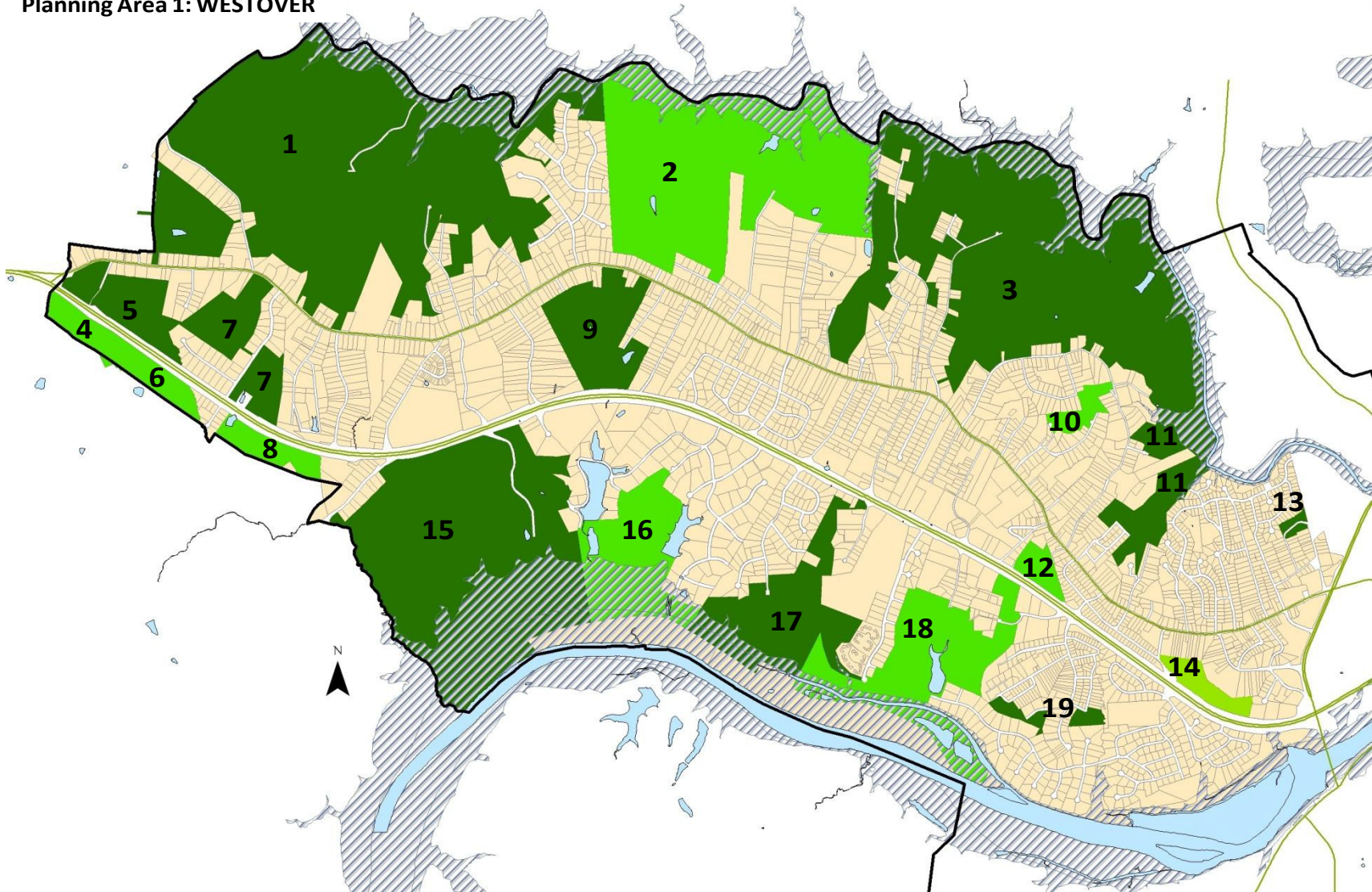


PLANNING AREA 1					
Sub Area	Zoning Classification	Developable Acreage	Potential Yield		Future Land Use Recommendation
			Units	Sq Feet	
1	Threshold Residential	342	129		Rural Residential
	Sandy River Residential	106	11		
	Suburban Residential	125	116		
	Sub Total:	573	255		
2	Sandy River	282	28		Rural Residential
	Suburban Residential	8	7		
	Sub Total:	290	36		
3	Threshold Residential	278	105		Rural Residential
	Sandy River Residential	37	4		
	Suburban Residential	143	133		
	Sub Total:	458	242		
4	Highway Retail Commercial	24		230,134	Mixed Use
5	Suburban Residential	16	17		Neighborhood Commercial
	Planned Shopping Center Commercial	31		297,256	
	Sub Total:	47	17	297,256	
6	Attached Residential	18	75		Mixed Use
7	Suburban Residential	56	61		Medium Density Residential
8	Suburban Residential	22	24		Mixed Use
9	Threshold Residential	50	19		Medium Density Residential
	Suburban Residential	25	27		
	Sub Total:	75	46		

Area	Classification	Acreage	Yield		Recommendation
			Units	Sq Feet	
10	Suburban Residential	6	7		Medium Density Residential
	Old Town Residential	7	21		
	Sub Total:	13	27		
11	Old Town Residential	47	139		Medium Density Residential
12	Transitional Office District	8		84,254	Community Commercial
	Highway Retail Commercial	6		57,533	
	Sub Total:	14	0	141,787	
13	Old Town Residential	4	12		Medium Density Residential
14	Attached Residential	18	75		Multifamily Residential
15	Threshold Residential	227	85		Rural Residential
	Suburban Residential	50	47		
	Sub Total:	277	132		
16	Suburban Residential	52	48		Low Density Residential
17	Suburban Residential	78	73		Low Density Residential
	Attached Residential	15	60		
	Sub Total:	93	133		
18	Suburban Residential	77	72		Medium Density Residential
	Old Town Residential	6	18		
	Highway Retail Commercial	8		76,711	
	Sub Total:	91	89	76,711	
19	Suburban Residential	6	7		Medium Density Residential
	Old Town Residential	5	15		
	Sub Total:	11	21		
	PLANNING AREA:	2,182	1,433	745,889	



Planning Area 1: WESTOVER



Planning Area 2: PIEDMONT DRIVE/MT. CROSS ROAD



Location: The Piedmont Drive/Mt. Cross Road Planning Area is located in the north central portion of the City. It encompasses over 1,200 total acres (which represents just under 5% of the City's total land area); however, only 112 acres (9%) of the Planning Area have been deemed suitable for development or redevelopment. It is bordered on the west by Piedmont Drive and the Sandy River, on the north by the City's corporate boundary, on the east by Sandy Creek, and on the south by the Dan River. Three separate Sub Areas and one Redevelopment Area have been identified within the Planning Area.

Existing Land Use: The Piedmont Drive/Mt. Cross Road Planning Area has absorbed the vast majority of the City's most recent commercial development. As such, the nature of the Planning Area has been transformed into one that is dominated by regional service uses. Indeed the area attracts a very large percentage of total retail

sales from the Danville Metropolitan Area. The Area is home to Piedmont Mall, Danville Plaza, Fairgrounds Plaza, Danville Stadium Cinemas, Riverside Shopping Center and proliferation of "big box" retailers. Other uses in the Planning Area include Averett University's North Campus and the Pleasant View Public Housing Complex.

Environment: The Planning Area is impacted by three major waterways: the Dan River, Sandy River, and Sandy Creek. In recent years, flooding has been a recurring problem along Riverside Drive and Mt. Cross Road in Danville Plaza. Recent development has only exacerbated these stormwater management problems. Future infill development and redevelopment in the Planning Area should incorporate stormwater management design strategies and BMP's to minimize additional flooding and protect water quality.

Public Utilities: Public utilities are readily available to all developable areas within the Planning Area.

Transportation: Planning Area 2 is home to the most challenging transportation deficiencies and traffic problems in the City. Central Boulevard, Piedmont Drive, Mt. Cross Road and Riverside Drive sustain some of the highest daily vehicle trip counts in the City, and the existing transportation system is often ill-equipped to support the trips demanded during peak periods. The improvements made to the Robertson Bridge will address immediate congestion along Riverside and Piedmont Drive's.

Corridors: Westover Drive and Mt. Cross Road are the only entrance corridors that physically interest the Planning Area, but all the City's entrance corridors are impacted by uses in the area due to its large regional draw for shopping.

Future Land Use:

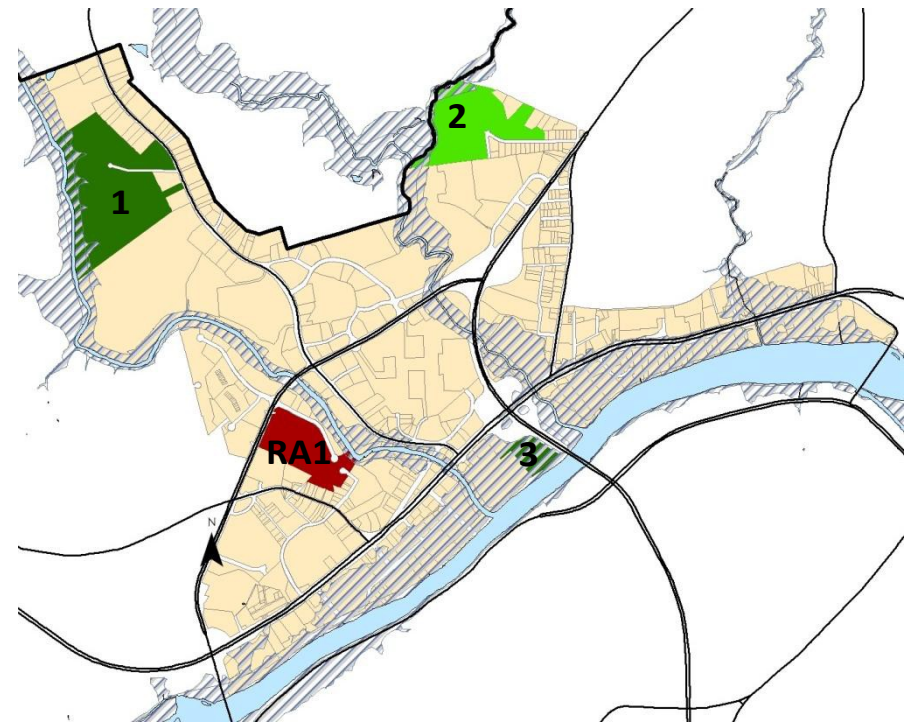
- The regional retail sector is oversaturated. Medium density residential with good pedestrian access to retail center is encouraged.



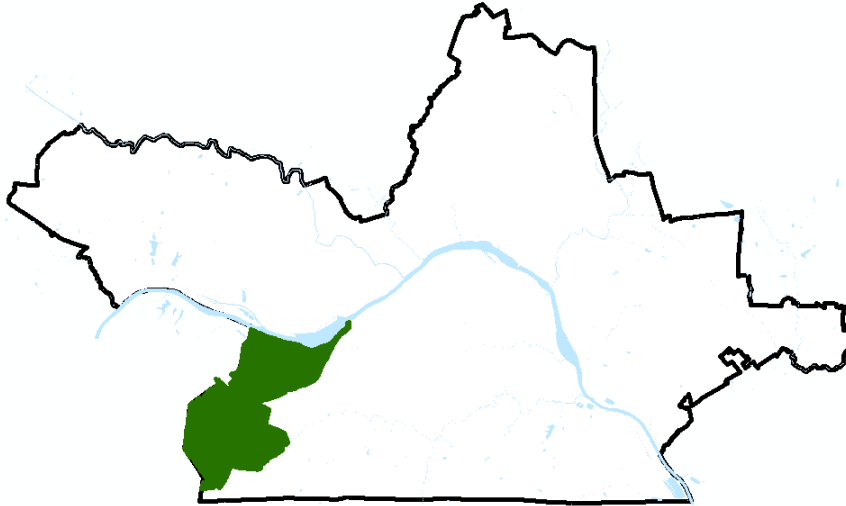
- Sub Area 3 lies completely within the 100-year flood plain. Currently zoned as Commercial, this should be used as waterfront parkland.

PLANNING AREA 2					
Sub Area	Zoning Classification	Developable Acreage	Potential Yield		Future Land-Use Recommendation
			Units	Sq Feet	
1	Suburban Residential	55	60		Medium Density Residential
2	Planned Shopping Center Commercial	29		278,078	Medium Density Residential
3	Planned Shopping Center Commercial	0	0		Open Space / Public
	Sub Areas:	84	60	278,078	
Sub Area	Zoning Classification	Total Acreage	Existing Land Use (% of total acreage)		Future Land-Use Recommendation
1	Planned Shopping Center Commercial	16	Furniture, Home Furnishings and Household Appliances (45%)		Community Commercial
	Highway Retail Commercial	6	Vac Comm Buildable (44%)		
			Misc. Business Services (7%)		
			Restaurant/Lounge (6%)		
	Redevelopment Areas:	22			
	PLANNING AREA:	106	60	278,078	

Planning Area 2: PIEDMONT DR/ MT. CROSS ROAD



Planning Area 3: COUNTRY CLUB



Location: Planning Area 3 is located in the southwestern portion of the City and encompasses over 1470 total acres (approximately 5% of the City's total land area). It is bordered on the west by the City's corporate limits, on the north by the corporate limits and the Dan River, on the east by West Main Street, and on the south by the Virginia/North Carolina state line. Five Sub Areas and one Redevelopment Area have been identified within the Country Club Planning Area.

Existing Land Use: The Country Club Planning Area is dominated by residential uses, most of which are located in one of four major subdivisions: Withers Park, Cedarbrook, Country Club West or Wedgewood. The vast majority of the residences are single-family detached units, although some multifamily (apartment) units are located within the Planning Area as well. Planning Area 3 is also home to the Danville Golf Club and the Thomasville Builders woodland property (Sub Area 3) which

overlooks the Dan River and is currently being forested and subdivided for residential use. Aging commercial strip development borders the West Main (Business Route 29) entranceway at the southern City line.

Environment: The Dan River and the adjacent Dan River Mills woodlands are the two most significant environmental features in the Planning Area. The Dan River mills woodland property drains directly into the City's principal fresh water supply; therefore, the future development of this property must incorporate adequate stormwater management design strategies to protect the fresh water source.

Public Utilities: Public utilities are readily available throughout with the exception of the Thomasville Builders woodland property.

Transportation: West Main Street serves as the principal access road to properties within Planning Area 3. Internal properties are reliant upon a largely unconnected system of local residential collector streets for access.

Corridors: West Main (Business Route 29)

Public Facilities: The City's Parks and Recreation Department has identified a need for an indoor multipurpose recreation facility to serve senior citizens through youth in this Planning Area.

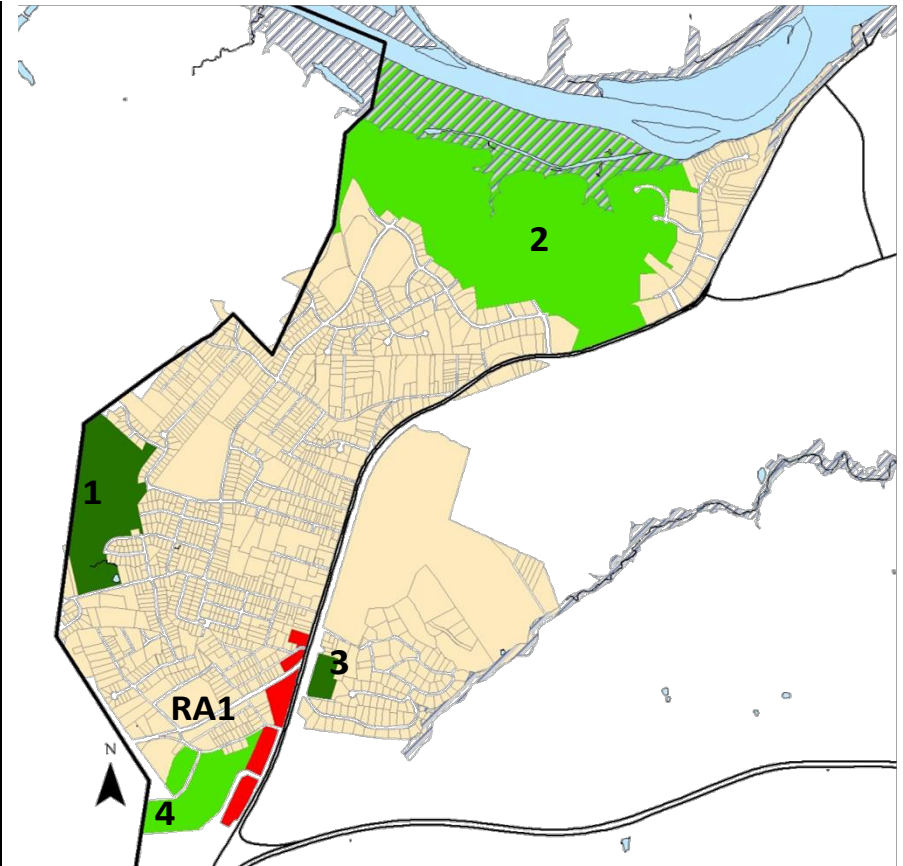
Future Land Use:

- Threshold residential for those areas still undeveloped. Revisit large-scale residential development in fringe sub-areas only as housing demand grows.
- W. Main Gateway and Corridor Redevelopment, right-of-way improvements, signage, setbacks.



- Light Industrial at 29 and 58 (good transportation infrastructure and proximity to southern gateway and NC research markets) to accompany redevelopment at gateway.

PLANNING AREA 3					
Sub Area	Zoning Classification	Developable Acreage	Potential Yield		Future Land-Use Recommendation
			Units	Sq Feet	
1	Threshold Residential	44	17		Rural Residential
	Old Town Residential	8	24		
	Sub Total:	52	40		
2	Threshold Residential	207	78		Low Density Residential
	Suburban Residential	12	11		
	Sub Total:	219	89		
3	Suburban Residential	5	5		Medium Density Residential
4	Highway Retail Commercial	30		287,667	Light Industrial
	Sub Areas:	306	135	287,667	
Sub Area	Zoning Classification	Total Acreage	Existing Land Use (% of total acreage)		Future Land-Use Recommendation
1	Light Economic Development	3	Motel (33%)		Mixed Use
	Highway Retail Commercial	13	Single Family Residential (10%)		
			Multi-Family (10%)		
			Distribution Warehouse Wholesale (9%)		
	Redevelopment Areas:	16			
	PLANNING AREA:	322	135	287,667	



Planning Area 3: COUNTRY CLUB



Planning Area 4: SOUTH DANVILLE



Location: Planning Area 4 is located in the southernmost portion of the City. It includes a total of nearly 2000 acres, which represents approximately 7% of the City's total area. It is bordered on the west by Rutledge Creek and West Main Street, on the north by the same creek, on the east by South Main Street and College Park Drive Extension and on the south by the Virginia/North Carolina state line. Eight individual Sub Areas have been identified within the Planning Area.

Existing Land Use: The South Danville Planning Area is characterized by a large concentration of undeveloped land on which limited agricultural activities take place. The vast majority of active uses in the Planning Area are devoted to low density single family dwellings. The former Corning Inc. site has been reoccupied in the southwest corner of the city by a tire molding operation. This was the only major industrial land use in the Planning Area.

Environment: Pumpkin Creek bisects the Planning Area and Rutledge Creek forms its northern border.

Public Utilities: Public utility availability is fair in the majority of the Planning Area. Public service extensions would be necessary to support the recommended development in each of the Sub Areas.

Transportation: Access serves as an additional development constraint for many of the identified Sub Areas. Although the Danville Bypass transverses the Planning Area, it is a limited access highway with interchange access only. The nearest interchanges are located at the South Main and West Main interchanges. Two minor collector roads (Elizabeth Street and Holland Road) are relied upon for primary access for much of the internal land in Planning Area 4.

Despite access issues VDOT ROW includes areas for two additional interchanges at Elizabeth Street and connecting to Locket Drive. This available ROW creates opportunities for development at these potential interchanges.

Corridors: Both the South Main Street and West Main Street corridors would be impacted indirectly by future development in the South Danville Planning Area.

Future Land Use:

- Maintain low-density residential use. Revisit large-scale residential development in fringe sub-areas only as housing demand grows.
- Low density residential south of the bypass, with the exception of Light Industrial at the interchanges.

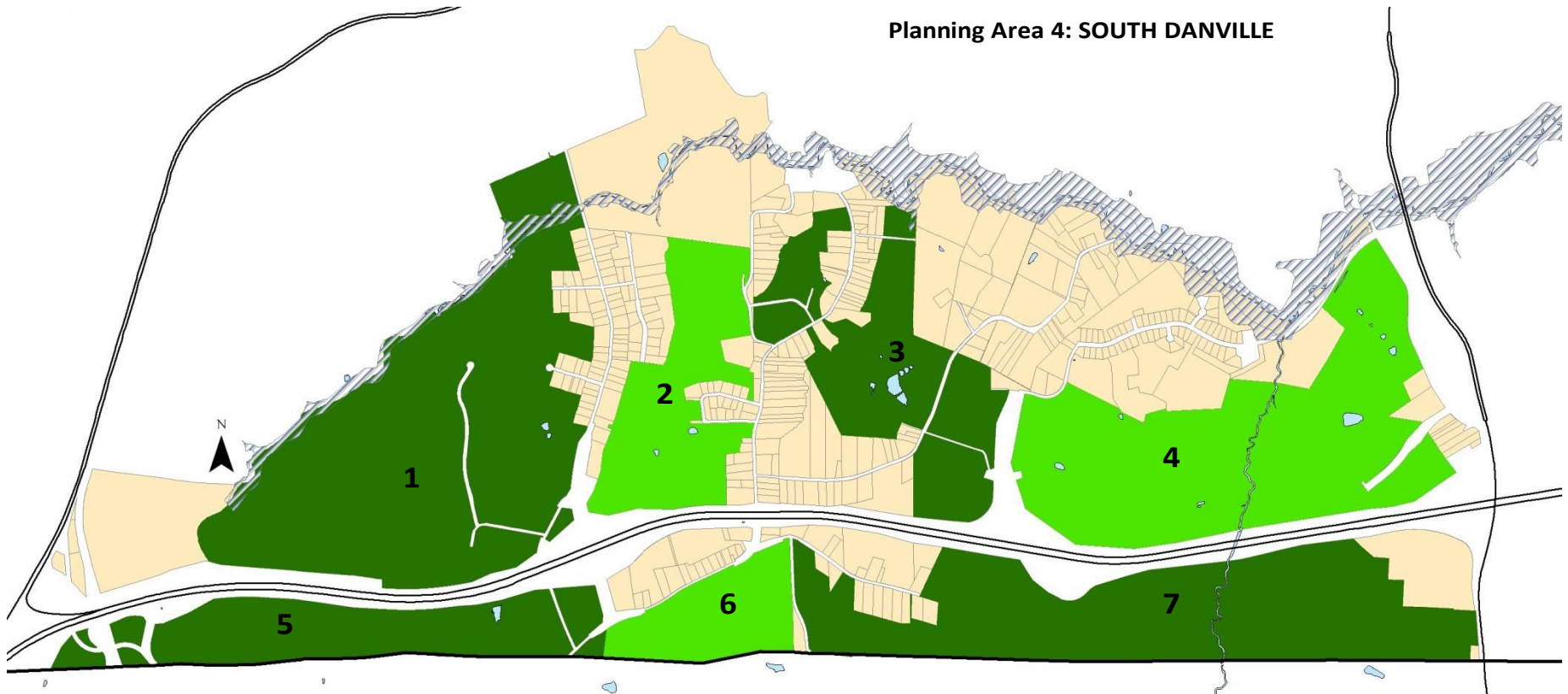


PLANNING AREA 4					
Sub Area	Zoning Classification	Developable Acreage	Potential Yield	Future Land-Use Recommendation	
			Units	Sq Feet	
1	Threshold Residential	126	47		Rural Residential
	Suburban Residential	141	153		
	Old Town Residential	4	12		
	Manufacturing District	22		123,651	
	Sub Total:	293	213	123,651	
2	Threshold Residential	70	26		Rural Residential
	Old Town Residential	25	74		
	Sub Total:	95	100		
3	Threshold Residential	44	17		Rural Residential
	Suburban Residential	19	21		
	Old Town Residential	44	130		
	Highway Retail Commercial	16		153,423	
	Sub Total:	123	167	153,423	
4	Threshold Residential	194	73		Rural Residential
	Light Economic Development	39		262,064	
	Sub Total:	233	73	262,064	
5	Threshold Residential	36	72		Heavy Industrial
	Suburban Residential	9	45		
	Manufacturing District	57		1,241,460	
	Sub Total:	102	117	1,241,460	
6	Suburban Residential	41	82		Rural Residential
	Old Town Residential	9	45		
	Sub Total:	50	127		

Sub Area	Zoning Classification	Developable Acreage	Potential Yield	Future Land-Use Recommendation	
			Units	Sq Feet	
7	Threshold Residential	58	116		Light Industrial
	Suburban Residential	19	95		
	Light Economic Development	119		799,632	
	Sub Total:	196	211	799,632	
	PLANNING AREA:	1,092	1,008	2,580,230	



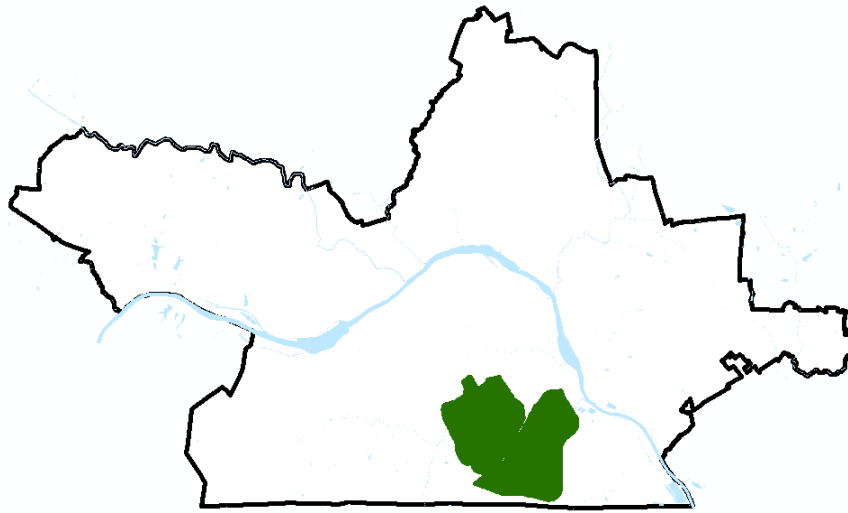
Planning Area 4: SOUTH DANVILLE



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Planning Area 5: SOUTHWYCK



Location: The Southwyck Planning Area is located in the southeast quadrant of the City. It contains approximately 1450 total acres, which represents slightly over 5% of the City's total area. It is bordered on the west by the College Park Drive, on the north by the Danville Community College, Oakhill Cemetery and the Liberty View neighborhood, and on the east and south by Goodyear Boulevard. Ten distinct Sub Areas have been identified within the Planning Area.

Existing Land Use: The Southwyck Planning Area is largely residential in nature, although it does support a wide range in residential uses in terms of affordability. Nonresidential uses include the Southwyck Plaza Shopping Center, Goodyear's private eighteen-hole golf course and Grove Park.

Environment: Pumpkin Creek runs through the Southwyck Planning Area.

Public Utilities: Public water service is available throughout the Planning Area. However, public sewer is not easily available in the southern half of the planning area.

Transportation: Access to the Planning Area is provided by a network of major and minor thoroughfares (the Danville Expressway and South Main Street, respectively), local collector streets (Goodyear Blvd.) and minor residential streets.

Corridors: South Main Street (Route 86 South)

Public Facilities: Grove Park

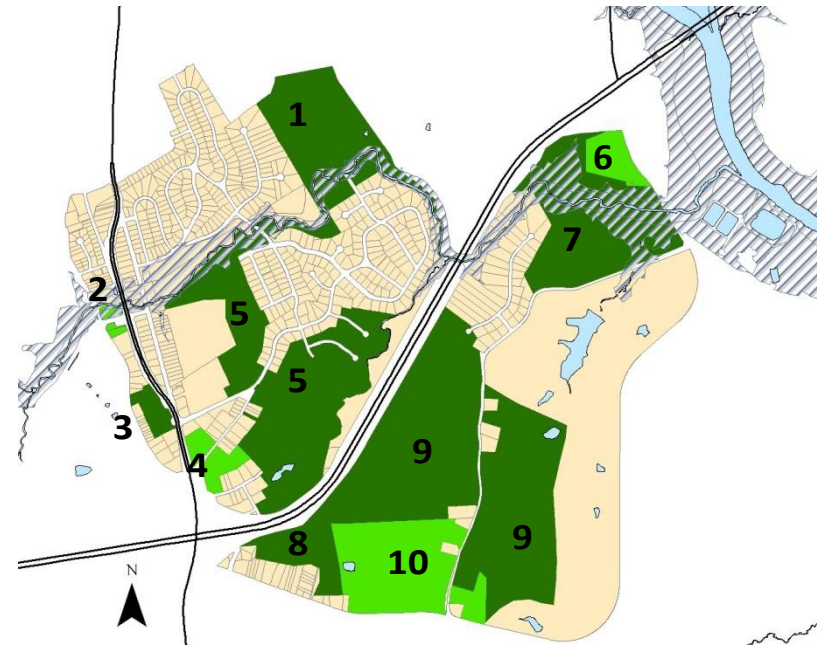
Future Land Use:

- Medium density SF residential infill for areas north of bypass.
- Predominantly threshold and regional commercial and light industrial uses south of bypass.



PLANNING AREA 5					
Sub Area	Zoning Classification	Developable Acreage	Potential Yield		Future Land-Use Recommendation
			Units	Sq Feet	
1	Suburban Residential	55	60		Medium Density Residential
2	Old Town Residential	0	0		Medium Density Residential
3	Highway Retail Commercial	7		67,123	Community Commercial
4	Old Town Residential	4	12		Neighborhood Commercial
	Highway Retail Commercial	7		67,123	
	Sub Total:	11	12	67,123	
5	Suburban Residential	97	90		Medium Density Residential
6	Highway Retail Commercial	12		115,068	Regional Commercial
7	Threshold Residential	43	16		Light Industrial
	Old Town Residential	0	0		
8	Suburban Residential	22	21		Light Industrial
9	Threshold Residential	207	78		Rural Residential
10	Threshold Residential	63	24		Rural Residential
	Light Economic Development	4		26,878	
	Sub Total:	67	24	26,878	
PLANNING AREA:		521	300	276,192	

Planning Area 5: SOUTHWYCK



Planning Area 6: RIVER DISTRICT



Location: Planning Area 6 is located in the heart of the City, incorporating the Central Business District, the Tobacco Warehouse District, the Old West End Historic District, as well as the Westmoreland neighborhood. The Planning Area includes nearly two thousand total acres, which represents approximately 7% of the City's total land area. It is bordered on the west by Central Boulevard, on the north and east by the Dan River, and on the south by Industrial Avenue. Five separate Redevelopment Areas and one sub area have been recognized within the Planning Area.

Existing Land Use: The River District Planning Area is host to a wide range of uses and districts. The redevelopment of old industrial buildings along the riverfront has occurred in the Tobacco Warehouse District and, most recently, at the Dan River Mills building on Memorial Drive. Existing Land Use in these areas reflects a mix of retail, office, multi-family, cultural and light industrial uses. The surrounding residential neighborhoods of the Planning Area are

compact and serve a wide range of income levels with single-family and multi-family homes. The Seeland Crossing neighborhood has been redeveloped through HOPE VI funds to provide affordable single-family housing.

Environment: The Dan River and its associated 100-year flood plain form the most significant environmental characteristic in the River District Planning Area.

Public Utilities: Public utilities are available throughout the Planning Area.

Transportation: The following minor thoroughfares offer direct access to the River District Planning Area: Memorial Drive, Craghead Street, West Main Street, Central Boulevard, Industrial Avenue and Goodyear Blvd.

Public Facilities: The Danville Regional Medical Center, Langston Junior High School, Camilla Williams Park, the Municipal Center, Doyle Thomas Park, the City Recreation Center, City Armory Recreation Center, The Crossing, Pepsi Building, Danville Science Center, Courthouse, YMCA, Juvenile Detention Center, and the City Jail are all located within Planning Area 6.

Corridors: Goodyear Blvd (northbound from Danville Expressway)

Future Land Use: The Future Land use designation surrounding Averett University is Medium Density residential, which allows for flexibility in zoning changes that may incorporate schools or colleges as a special use (Neo-Traditional Residential).



Redevelopment Opportunities:

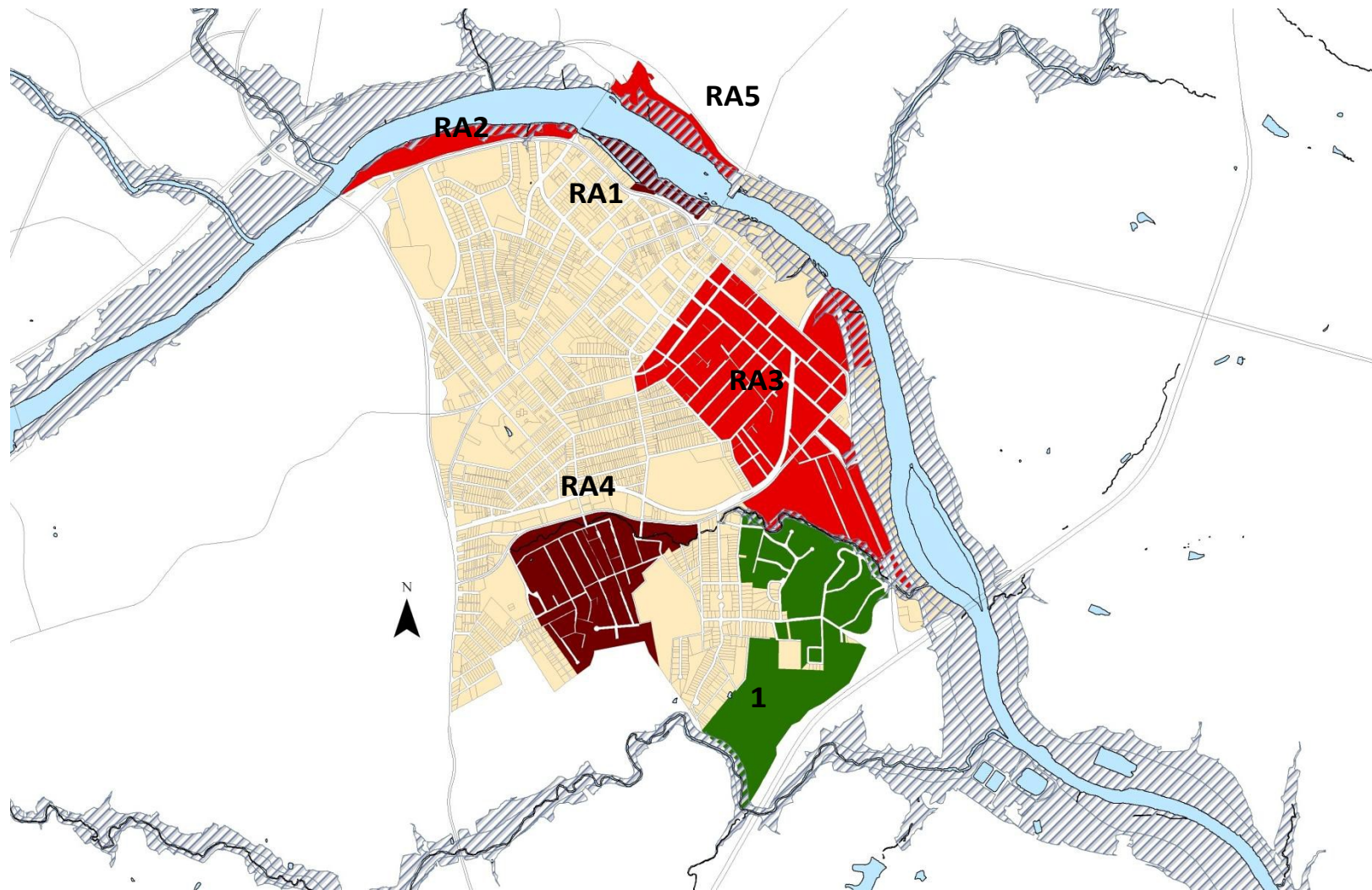
- Continued redevelopment and revitalization of Tobacco Warehouse District and Central Business District as a unified River District through the Danville River District Redevelopment Plan.
- Redevelopment of neighborhoods immediately surrounding the River District.
- Redevelop riverfront for information-based industry, health care industry, mixed-use and recreation.
- Market-rate loft conversion in Tobacco Warehouse District.

Sub Area	Zoning Classification	Developable Acreage	Potential Yield	Future Land-Use Recommendation
			Units	Sq Feet
1	Suburban Residential	151	164	Medium Density Residential
	Old Town Residential	6	18	
	Sub Total:	157	182	

Redev Area	Zoning Classification	Total Acreage	Existing Land Use (% of total acreage)	Future Land-Use Recommendation
1	Tobacco Warehouse Commercial	19	BioTech adaptive reuse (100%)	Light Industrial
2	Light Economic Development	10	Storage Warehouse (25%)	Open Space / Public
	Highway Retail Commercial	21	Misc. Manufacturing - Heavy (21%)	
			Park (13%)	
			Motor Vehicles (Used Car Lots)	
	Sub Total:	31		
3	Tobacco Warehouse Commercial	77	Storage Warehouse (34%)	Mixed Use
	Transitional Office	63	SF Residential (16%)	
	Old Town Residential	5	Vac Comm. Buildable (8%)	
	Light Economic Development	58	Vac Residential Lot Buildable (7%)	
	Highway Retail Commercial	17		
	Central Business District	9		
	Sub Total:	229		
4	Transitional Office	10	Vac Residential Lot Buildable (37%)	Medium Density Residential
	Old Town Residential	91	SF Residential (31%)	
	Light Economic Development	7	Vac Comm. Buildable (4%)	
	Highway Retail Commercial	1	Vac Exempt Lot - Religious (4%)	
	Sub Total:	109		
5	Tobacco Warehouse Commercial	28	V/A Textile Mill (100%)	Mixed Use
	PLANNING AREA TOTAL:	369		



Planning Area 6: RIVER DISTRICT



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Planning Area 7: WEST MAIN



Location: Planning Area 7 is located in the center of the City and encompasses 2300 total acres (which constitutes 8% of the City's total land area). It is bordered on the west by Memorial Drive, West Main Street and the Danville Golf Club, on the north by the Dan River, on the east by Central Boulevard, and on the south by Rutledge Creek. Seven individual Sub Areas and one sub area are recognized within the Planning Area.

Existing Land Use: The West Main Planning Area is home to a mix of uses that combine a unique community within Danville. Included in this mix are a variety of public uses, including Averett University, Danville Community College, the Schoolfield Cemetery, the Southern Hills Golf Club, Ballou Park, and George Washington High School. Two community shopping centers (Dan River Plaza and Ballou Park Shopping Center) also are located within Planning Area 7. The Dan

River Mills closure in 2004 has created a large brownfield site in the community.

Environment: The Dan River is the most significant environmental feature within the Planning Area. Planning Area 7 is located in the center of the City and encompasses 2300 total acres (which constitutes 8% of the City's total land area). It is bordered on the west by Memorial Drive, West Main Street and the Danville Golf Club, on the north by the Dan River, on the east by Central Boulevard, and on the south by Rutledge Creek. Seven individual Sub Areas are recognized within the Planning Area.

The West Main Planning Area is home to a mix of uses that combine a unique community within Danville. Included in this mix are a variety of public uses, including Averett University, Danville Community College, the Schoolfield Cemetery, the Glen Oak Golf Club, Ballou Park, and George Washington High School. Two community shopping centers (Dan River Plaza and Ballou Park Shopping Center) also are located within Planning Area 7. The Dan River Mills closure in 2004 has created a huge brownfield/redevelopment site in the community.

Transportation: The Planning Area is reliant upon four thoroughfares for access: Memorial Drive, West Main Street, South Main Street, and Central Boulevard. A system of local minor residential streets connects directly to these minor thoroughfares, completing the local transportation network. These minor residential streets connect directly to these two minor thoroughfares in a loosely connected transportation system. The resulting traffic patterns often result in congestion during peak periods at many intersections along these thoroughfares.

Corridors: West Main Street and South Main Street.

Public Facilities: Ballou Park, Averett University, Danville Community College, George Washington High School, Forest Hill



Elementary, Schoolfield Elementary, Rutledge Creek Park, Grove Park Elementary, the Dan River Boat Dock, the Public Health Department Office, and the City's Water Treatment Plant are all located within Planning Area 7.

Revitalization Opportunities: The Dan River Schoolfield site is a massive industrial complex that is currently vacant.

- Highest and Best Use study for site. Possible location for assisted living, or a tech firm similar to the White Mill development. Site should be redeveloped for multiple uses, including retail, on a pedestrian-friendly scale.

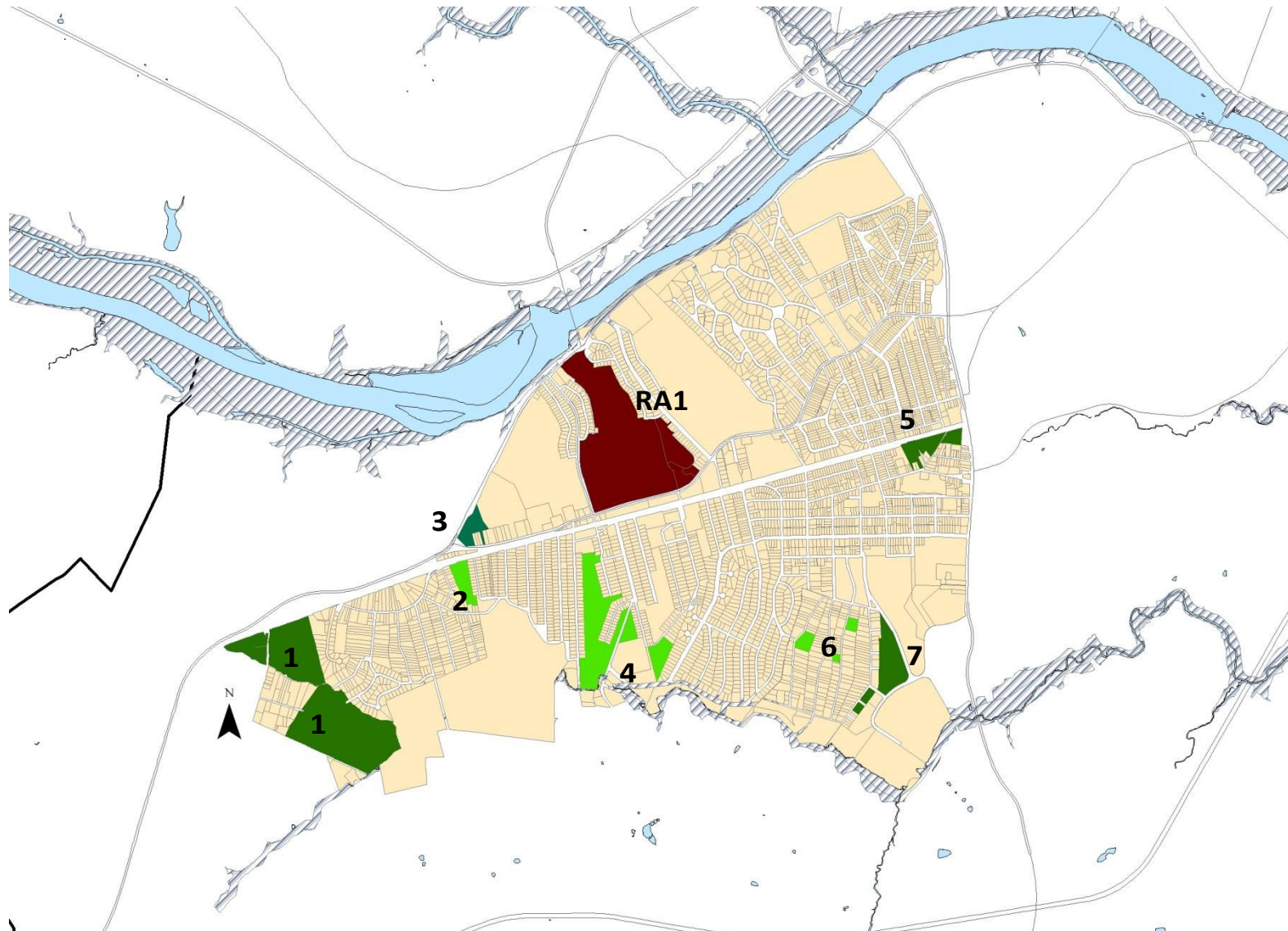
Future Land Use:

- Residential infill similar to density and scale of surrounding neighborhoods.

PLANNING AREA 7					
Sub Area	Zoning Classification	Developable Acreage	Potential Yield		Future Land-Use Recommendation
			Units	Sq Feet	
1	Suburban Residential	75	70		Medium Density Residential
	Old Town Residential	4	12		
	Highway Retail Commercial	4		38,356	
	Sub Total:	83	82	38,356	
2	Old Town Residential	5	15		Medium Density Residential
3	Neighborhood Commercial	5		46,670	Neighborhood Commercial
4	Old Town Residential	31	91		Medium Density Residential
5	Old Town Residential	8	24		Medium Density Residential
6	Old Town Residential	4	12		Medium Density Residential
7	Transitional Office District	13		136,913	Open Space / Public
	Old Town Residential	2	6		
	Sub Total:	15	6	136,913	
	Sub Areas:	151	229	221,938	
Redev Area	Zoning Classification	Total Acreage	Existing Land Use (% of total acreage)		Future Land-Use Recommendation
1	Old Town Residential	2	Textile Manufacturing (82%)		Mixed Use
	Manufacturing District	21	Storage Warehouse (10%)		
			Single Family Residential (2%)		
	Redevelopment Areas:	23			
	PLANNING AREA:	174	229	221,938	



Planning Area 7: WEST MAIN



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Planning Area 8: AIRPORT/INDUSTRIAL



Location: Planning Area 8, the second largest Planning Area recognized in the City, is located in the southeast quadrant of the City. The Planning Area contains slightly more than 4,000 acres, which represents nearly 15% of the City's total land area. It is bordered on the west by the Danville Expressway (Rt. 29 Bypass), on the north by South Boston Road (Rt. 58 East), on the east by the City's corporate boundary, and on the south by Virginia/North Carolina state line. Eleven individual Sub Areas have been identified within the Planning Area.

Existing Land Use: Planning Area 8 is dominated by the Danville Regional Airport and a large variety of industrial uses, including those located within the Danville Airside Industrial Park and the Riverview Industrial Park. The Danville Cyber Park is a specifically zoned district that encourages technology based business. Residential Land uses consist almost entirely of single-family detached homes scattered in

large lot developments. This Planning Area is also home to the Goodyear tire manufacturing plant.

Environment: The Dan River splits the Planning Area in half, running from its northwest corner to its southeast boundary. Long Branch borders the Danville Regional Airport to its east. Significant areas of 100-year flood plain border the river and limit the development potential of adjacent parcels. Steep slopes (those over 10%) account for less than 12% of the entire Planning Area.

Public Utilities: Public water and sewer service is readily available to most of the undeveloped properties in the Planning Area; however, existing topography in Sub Area 3 poses a challenge to extending public sewer to service future development within the property.

Transportation: The vast majority of the Sub Areas within Planning Area 8 are afforded excellent access via one of the following roadways: the Danville Expressway, South Boston Road, Airport Road and Goodyear Blvd. The extension of Stinson Drive has improved access between the Riverview Industrial Park and the airport. A lack of controlled access points along South Boston Road was identified as a transportation opportunity in this Planning Area.

Corridors: South Boston Road (Rt. 58 East), Goodyear Blvd (from Route 86)

Public Facilities: The City operates the Danville Regional Airport and the Southside Wastewater Treatment Plant (for industrial users) and owns the Northside Wastewater Treatment Plant, which is operated privately. Other public facilities include the Airside and Riverview industrial parks, as well as the Institute for Advanced Learning and Research (IALR).



Future Land Use:

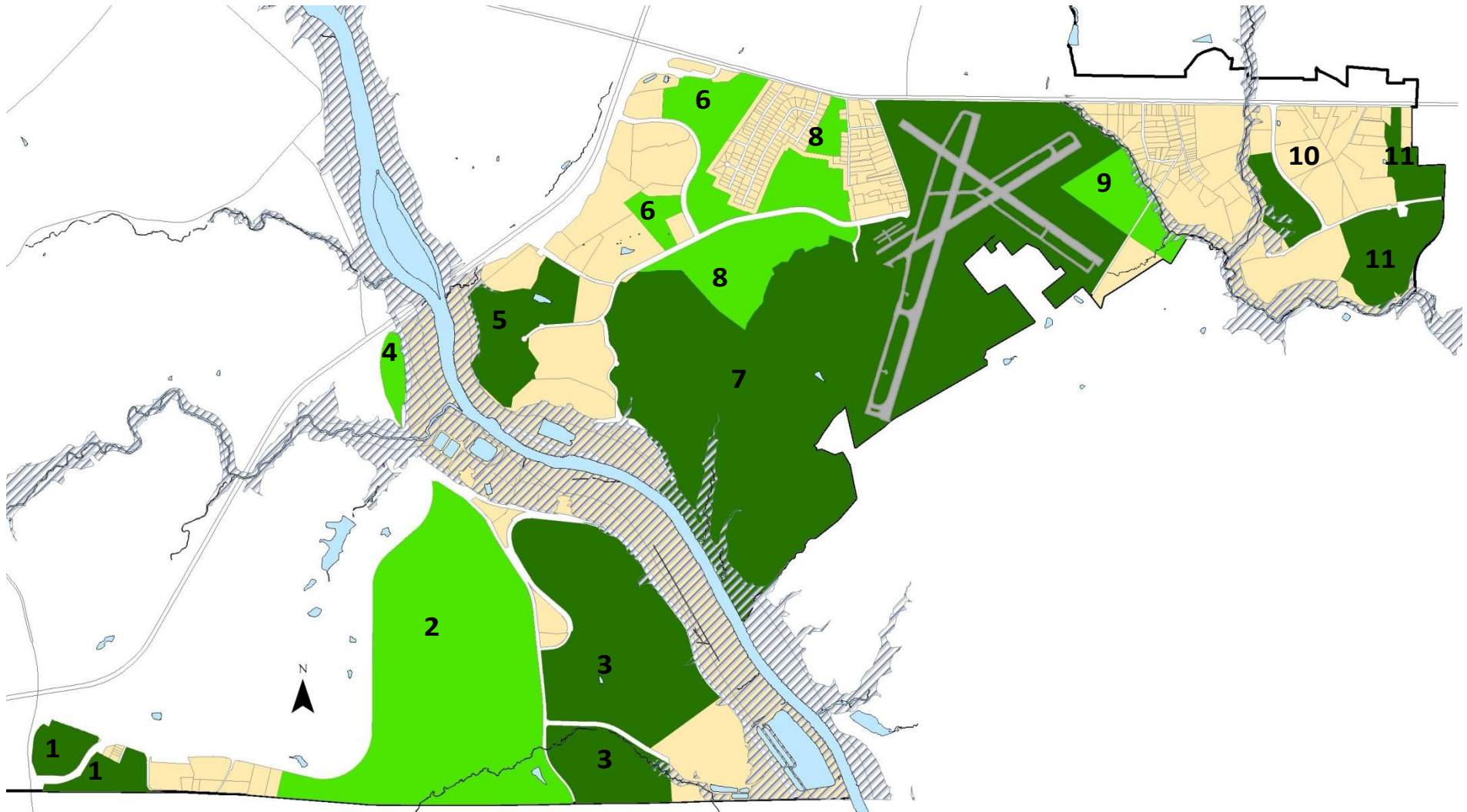
- Continued build out of light economic and manufacturing in the area. Estimated support of 11 million square feet of light industrial and manufacturing use.

PLANNING AREA 8					
Sub Area	Zoning Classification	Developable Acreage	Potential Yield	Future Land-Use Recommendation	
			Units	Sq Feet	
1	Threshold Residential	32	12		Light Industrial
	Suburban Residential	18	20		
	Sub Total:	50	32		
2	Light Economic Development	3		20,159	Heavy Industrial
	Manufacturing District	197		1,861,256	
	Sub Total:	200		1,881,415	
3	Manufacturing District	320		3,023,360	Heavy Industrial
4	Light Economic Development	11		73,916	Community Commercial
	Highway Retail Commercial	2		19,178	
	Sub Total:	13		93,094	
5	Light Economic Development	81		544,288	Light Industrial
6	Cyber Park One	85		338,012	Light Industrial
7	Light Economic Development	439		2,949,904	Light Industrial
8	Light Economic Development	39		262,064	Light Industrial
	Highway Retail Commercial	13		124,657	
	Cyber Park One	93		369,825	
	Sub Total:	145		756,546	

Sub Area	Zoning Classification	Developable Acreage	Potential Yield	Future Land-Use Recommendation	
			Units	Sq Feet	
9	Threshold Residential	13	5		Light Industrial
	Light Economic Development	36		241,906	
	Sub Total:	49	5	241,906	
10	Light Economic Development	30		201,588	Light Industrial
11	Suburban Residential	5	5		Light Industrial
	Light Economic Development	83		557,727	
	Highway Retail Commercial	2		19,178	
	Sub Total:	90	5	576,905	
	PLANNING AREA:	1,502	42	10,607,017	



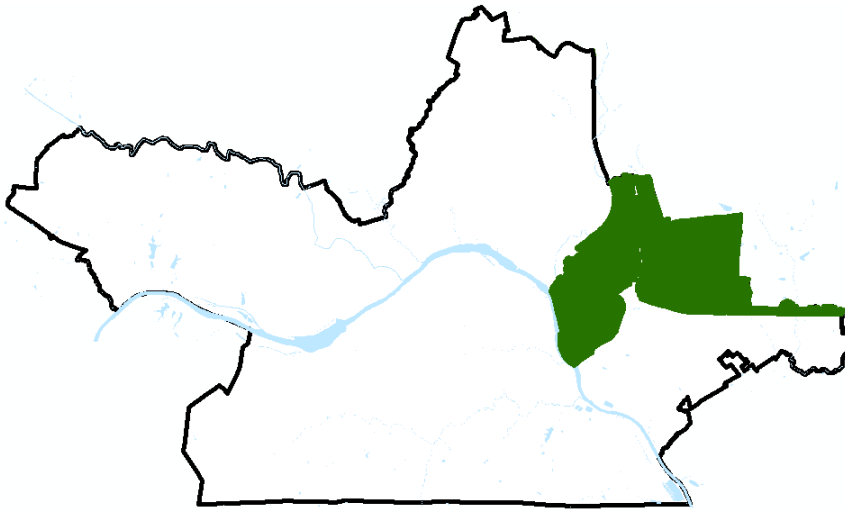
Planning Area 8: AIRPORT/INDUSTRIAL



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Planning Area 9: SOUTH BOSTON ROAD



Location: Comprised of approximately 2,800 acres (or 10% of the City's total land area), Planning Area 9 is located in the eastern half of the City. It is bordered on the west by the Dan River and Little Fall Creek, on the north and east by the City's corporate boundary and on the south by the Danville Expressway (Route 29 Bypass), South Boston Road (Rt. 58 East) and the Danville Regional Airport. Seven separate Sub Areas and two distinct Redevelopment Areas have been identified within the South Boston Planning Area.

Existing Land Use: Planning Area 9 is home to a hodgepodge of land uses that do not function together particularly well. Uses represented within the Planning Area include: scattered low density single family residences, mobile home parks, junkyards, mini-warehouses, the Cane Creek Shopping Center, dozens of tobacco warehouses, several limited industrial uses, and a cemetery. The southwestern quadrant of the Planning Area (nearest the Dan River) is also home to several public uses, including: Dan Daniel Park, the

City Transit Center, the Public Works Department, an adult detention center, and the Humane Society.

Transportation: Access to the identified Sub Areas is generally quite good. The Danville Expressway provides major thoroughfare access to the Planning Area, while South Boston Road, Halifax Road, and Kentucky Road all serve as valuable thoroughfares and/or local connectors to both existing uses and undeveloped properties.

Corridors: South Boston Road (U.S. Route 58)

Redevelopment Opportunities:

- Medium-density single-family uses should be supported along Old Halifax Road with infill residential redevelopment.

Future Land Use:

- Threshold residential zoning should be upgraded to a more dense residential classification. Not fitting within adjacent uses and major interchange (US-29 and 360/58).
- New regional commercial and economic development should be targeted for areas with access to Route 29 in the northern quadrant of Planning Area 8 and Planning Area 12. Uses that generate high traffic volumes should not be encouraged along the South Boston/58 Corridor in Planning Area 8 to maintain its function as a regional arterial.

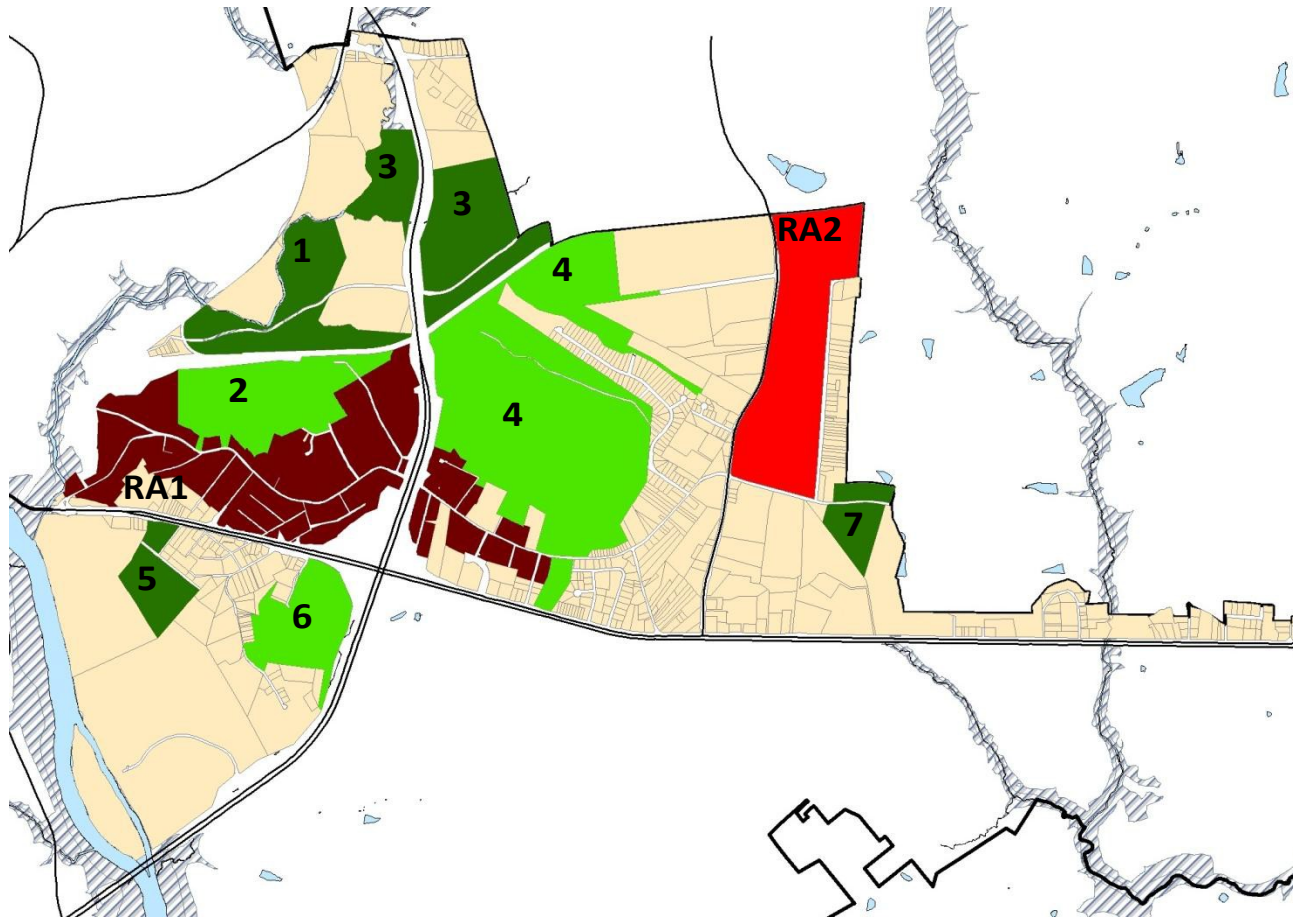


PLANNING AREA 9					
Sub Area	Zoning Classification	Developable Acreage	Potential Yield	Future Land-Use Recommendation	
			Units	Sq Feet	
1	Threshold Residential	8	3		Light Industrial
	Light Economic Development	125		839,950	
	Sub Total:	133	3	839,950	
2	Threshold Residential	89	34		Rural Residential
3	Light Economic Development	81		544,288	Light Industrial
4	Threshold Residential	293	110		Rural Residential
	Suburban Residential	8	9		
	Manufacturing District	15		141,720	
	Sub Total:	316	119	141,720	
5	Suburban Residential	7	8		High Density Residential
	Highway Retail Commercial	4		38,356	
	Attached Residential	20	83		
	Sub Total:	31	91	38,356	
6	Threshold Residential	8	3		Regional Commercial
	Highway Retail Commercial	47		450,683	
	Sub Total:	55	3	450,683	
7	Suburban Residential	18	20		Low Density Residential
	Old Town Residential	7	21		
	Sub Total:	25	40		
	Sub Areas:	730	290	2,014,997	

Redev Area	Zoning Classification	Total Acreage	Existing Land Use (% of total acreage)		Future Land-Use Recommendation
1	Threshold Residential	27	SF Residential (57%)		Low Density Residential
	Suburban Residential	61	Vac Residential Buildable (21%)		
	Old Town Residential	125	Mobile Home Park (9%)		
	Manufactured Home Park	27	Auto Repair Services and Garage (3%)		
	Highway Retail Commercial	10			
	Sub Total:	250			
2	Manufacturing District	136	Economic Development (100%)		Light Industrial
	Sub Areas:	386			
	PLANNING AREA:	1,116	290	2,014,997	



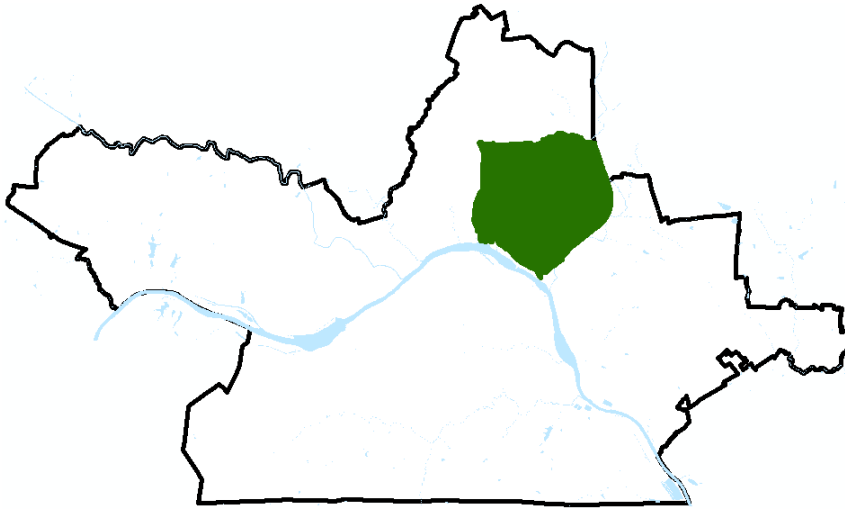
Planning Area 9: SOUTH BOSTON ROAD



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Planning Area 10: NORTH MAIN



Location: The North Main Planning Area is located in the northeastern portion of Danville. The Planning Area consists of over 1800 acres, which represents approximately 6% of the City's entire land area. It is bordered on the west by Arnett Boulevard, on the north by Fagan Street, on the east by the City's corporate boundary and Richmond Boulevard and on the south by Riverside Drive. Nine individual Sub Areas have been identified within the Planning Area.

Existing Land Use: The Planning Area is largely residential in nature, although it does include some neighborhood commercial uses along North Main Street as well as the North Danville Shopping Center. The Leemont Cemetery is also located within the Planning Area. There are undeveloped parcels in the northwestern quadrant of the Planning Area that will be opened up to new development as the Route 41 Extension connects the Franklin Turnpike to a newly constructed Route 29 interchange just east of the City boundary.

Public Utilities: Public Water and Sewer is available to all existing structures and residents whom are willing to connect to the system. Some of the more remote undeveloped parcels do not have direct access to public water and/or sewer.

Transportation: Planning Area 10 relies upon three thoroughfares, Arnett Boulevard, North Main Street, and Richmond Boulevard to provide access to its various neighborhoods and nonresidential neighborhoods. Internal access is provided by a local residential street system that functions adequately for both existing and planned land uses. Arnett Boulevard serves as the principal local collector road in Planning Area 10. However, cut-through traffic on Arnett threatens the safety of pedestrians and children playing in the neighborhood. The Comprehensive Plan recommends the implementation of traffic calming measures, to include increased speed limit signage and enforcement and re-striping of the pavement along Arnett Boulevard.

Corridors: Riverside Drive, North Main Street, and Richmond Boulevard (Rt. 360)

Revitalization Opportunities:

- The traditional neighborhoods of the Planning Area should be protected and enhanced through redevelopment.

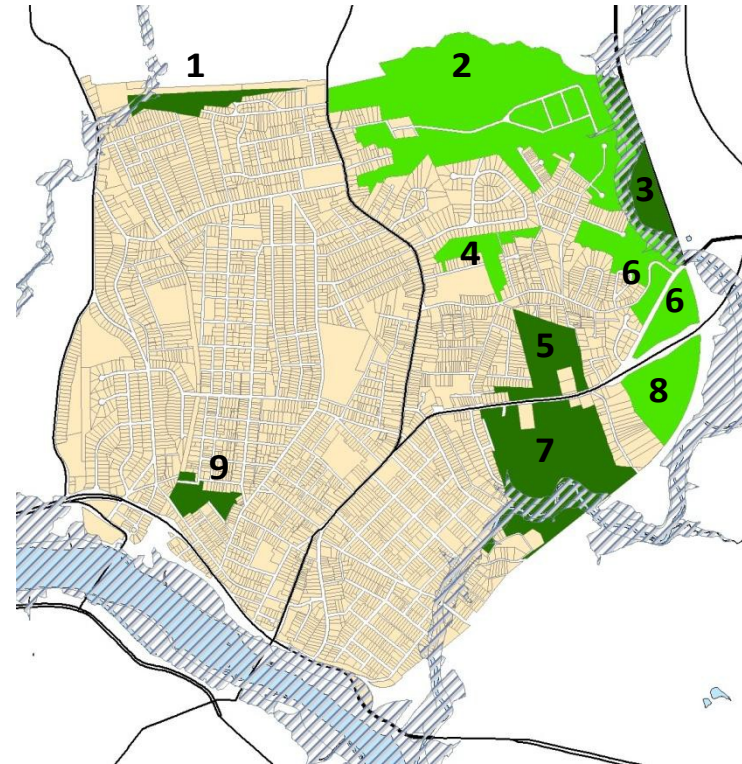
Future Land Use:

- Sub areas 3 and 6 suitable locations for regional commercial or economic development as it adjoins the proposed Route 41 extension.



PLANNING AREA 10					
Sub Area	Zoning Classification	Developable Acreage	Potential Yield		Future Land-Use Recommendation
			Units	Sq Feet	
1	Old Town Residential	12	155		Medium Density Residential
2	Threshold Residential	55	21		Mixed Use
	Old Town Residential	93	274		
	Highway Retail Commercial	11		239,580	
	Sub Total:	159	575	239,580	
3	Light Economic Development	19		1,276,621	Mixed Use
4	Transitional Office District	3		31,595	Medium Density Residential
	Old Town Residential	10	29		
	Sub Total:	13	29		
5	Attached Residential	2	8		High Density Residential
	Multi-Family Residential	22	285		
	Sub Total:	24	293		
6	Old Town Residential	16	47		Light Industrial
	Light Economic Development	23		1,545,384	
	Sub Total:	39	47	1,545,384	
7	Threshold Residential	7	3		Medium Density Residential
	Old Town Residential	46	136		
	Multi-Family Residential	10	130		
	Attached Residential	2	8		
	Sub Total:	65	276		
8	Multi-Family Residential	27	350		High Density Residential
9	Old Town Residential	9	27		Medium Density Residential
PLANNING AREA:		355	1,598	3,061,585	

Planning Area 10: NORTH MAIN



Planning Area 11: PINEY FOREST ROAD



Location: The Piney Forest Planning Area is located in the northern portion of Danville. It includes over 1200 total acres, which represents approximately 4% of the City's total land area. The Planning Area is bordered on the west by the City's corporate boundary, on the north by Nelson Avenue, on the east by Arnett Boulevard, and on the south by Parker Road, Piney Forest Road and Apollo Avenue. Seven separate Planning Areas have been identified within the Piney Forest Road Planning Area.

Existing Land Use: The Piney Forest Planning Area consists predominantly of residential land uses, although it is home to a strip of corridor-based commercial retail uses along Piney Forest Road. The most significant subdivisions located within Planning Area 12 are Chatham Hills, Danville Estates, Woodberry Hills, Starmont Forest, and Sherwood Forest. The majority of new commercial/retail investment in the City has taken place in the Piney Forest Road

Planning area and there are a few parcels that are currently un- or under- developed.

Transportation: Piney Forest Road and Arnett Boulevard serve as two busy transportation links within the Planning Area. A local collector road is recommended to be routed, connecting Central Boulevard and Piney Forest Road via a loop in order to better serve local traffic in the Planning Area. Pedestrian connections between uses along Piney Forest Road and between neighborhoods in the Planning Area are poor or nonexistent. Sidewalks are needed along this corridor and are recommended for incorporation into the future development of Sub Area 8.

Corridors: Piney Forest Road

Revitalization Opportunities:

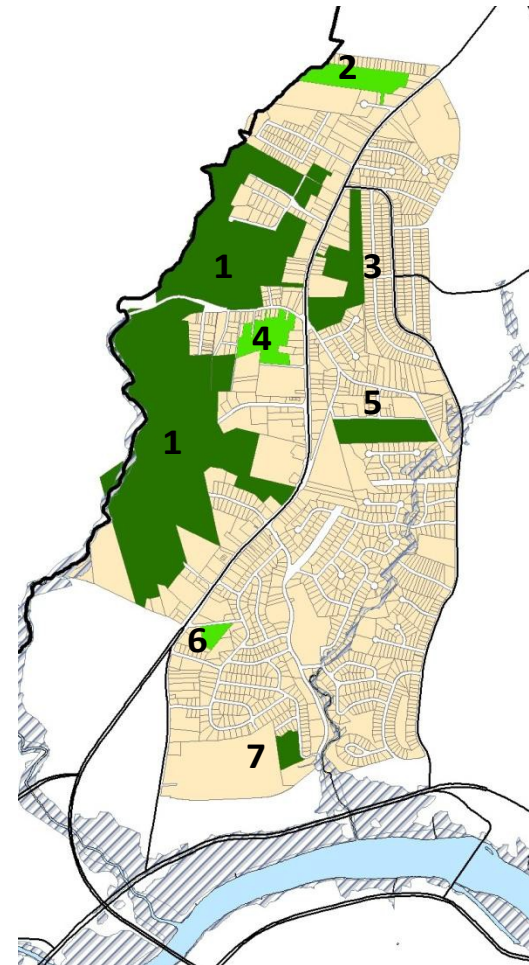
- The stability of the neighborhoods bordering Piney Forest Road is threatened by the continuing sprawl of commercial development and its associated impacts.
- Corridor improvements to Piney Forest needed in order create an attractive entrance from the north into regional retail area.

Future Land Use:

- Arterial/connector roads need to be identified to take strain off of Piney Forest.
- Mix of densities of residential infill in neighborhoods and along City boundary.



PLANNING AREA 11					
Sub Area	Zoning Classification	Developable Acreage	Potential Yield		Future Land-Use Recommendation
			Units	Sq Feet	
1	Planned Shopping CenterCommercial	83		795,887	Mixed Use
	Old Town Residential	22	65		
	Multi-Family Residential	57	738		
	Highway Retail Commercial	2		19,178	
	Sub Total:	164	803	815,065	
2	Multi-Family Residential	12	155		High Density Residential
3	Transitional Office District	18		189,571	Medium Density Residential
	Highway Retail Commercial	2		19,178	
	Sub Total:	20	0	208,749	
4	Old Town Residential	5	15		Multi Family
	Highway Retail Commercial	6		57,534	
	Sub Total:	11	15	57,534	
5	Attached Residential	13	54		Medium Density Residential
6	Old Town Residential	3	9		Medium Density Residential
7	Old Town Residential	4	12		Medium Density Residential
	PLANNING AREA:	227	1,048	1,081,348	



Planning Area 11: PINEY FOREST ROAD



Planning Area 12: FRANKLIN TURNPIKE



Location: The Franklin Turnpike Planning Area, located in the northernmost section of Danville, contains over 1,700 acres (representing approximately 6% of the City's total land area). It is bordered on the west by the City's corporate boundary and Arnett Boulevard, on the north and east by the City's corporate boundary and on the south by Fagan Street. Eight distinct Sub Areas have been identified within the Planning Area.

Existing Land Use: The Franklin Turnpike Planning Area is characterized by a variety of residential uses, strip commercial development and as large expanses of undeveloped land. Some of the more notable residential subdivisions in the area include: Afton Hills, Northbrood Park, Beverly Park, Shadowood, Seminole Hills, Swain Acres, Norwood Park, Robinwood and Brentwood Park. The Planning Area is also home to some community-scaled, corridor-based commercial uses along North Main Street.

Environment: A tributary of Fall Creek flows through the Planning Area.

Public Utilities: Public Utilities are available within the area, however, several of the undeveloped parcels in the outlying areas do not currently have public utility service.

Transportation: Pedestrian connections between and interior to residential neighborhoods in the Planning Area should be strengthened by the integration of a new sidewalk master plan recommended for Danville. The proposed Franklin Turnpike extension will impact the Planning Area (it should bisect Sub Area 8 if constructed as planned) in terms of both increased transportation linkages and future land use allocation options.

Corridors: North Main Street and Piney Forest Road

Public Facilities: G.L.H. Johnson Elementary, the Squire Recreation Area, the Armory, and a substation of the Danville Life Saving Crew are located within the Planning Area.

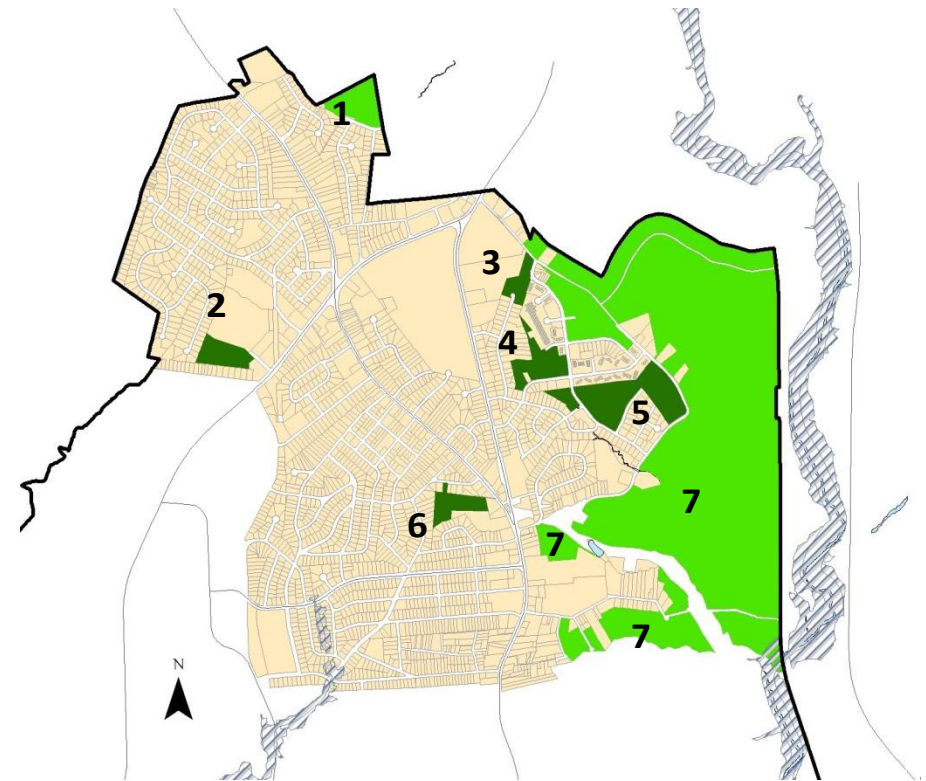
Revitalization: The long term future stability of several of the neighborhoods located adjacent to North Main Street is in jeopardy from neglect and commercial sprawl.

Future Land Use:

- Current zoning designation of "threshold residential" in sub area 8 will not be appropriate when the Franklin Turnpike Extension is built and should be rezoned to a more regional use.



PLANNING AREA 12					Future Land-Use Recommendation
Sub Area	Zoning Classification	Developable Acreage	Potential Yield		
			Units	Sq Feet	
1	Threshold Residential	11	4		Low Density Residential
2	Attached Residential	7	29		Medium Density Residential
3	Suburban Residential	4	4		Mixed Use
4	Suburban Residential	5	5		Medium Density Residential
	Multi-Family Residential	5	65		
	Sub Total:	10	70		
5	Old Town Residential	2	6		Medium Density Residential
	Suburban Residential	20	22		
	Sub Total:	22	28		
6	Threshold Residential	7	3		Open Space / Public
7	Threshold Residential	315	119		Mixed Use
	Transitional Office District Old Town	5		52,659	
	Residential	2	6		
	Multi-Family Residential	9	117		
	Highway Retail Commercial	40		383,560	
	Suburban Residential	5	5		
Sub Total:		371	241	436,219	



Planning Area 12: FRANKLIN TURNPIKE



Figure 15: Future Land Use Summary

Acreage				
Land Use Recommendation	From Current Zoning (acres)	From Sub Area Recommendations (acres)	Total	Percentage
Rural Residential	1,257	3,050	4,308	18%
Low Density Residential	3,442	814	4,255	18%
Medium Density Residential	4,861	1,274	6,135	26%
High Density Residential	349	94	444	2%
Residential Land Use:				63%
Neighborhood Commercial	144	64	208	1%
Community Commercial	774	58	833	3%
Regional Commercial	1,677	182	1,860	8%
Open Space	165	45	209	1%
Light Industry	695	2,428	3,123	13%
Heavy Industry	959	421	1,379	6%
Non-Residential Land Use:				32%
Mixed Use	-	1,160	1,160	5%
Total:			23,419	100%

One of the guiding policies/objectives of the Future Land Use Plan is to maintain a viable mix of residential and non-residential uses in Danville. This is best represented as a 65% residential / 35% non-residential split. If the City becomes over-zoned for commercial uses then the majority of new residential developments will occur outside of the locality. Eventually these new residential areas will attract new retail and commercial development to the surrounding localities with them. If the city becomes over-zoned for residential then the housing market will stagnate as there are fewer job and retail options for city residents.

Figure 15 shows the total acreage of each future land use. The Future Land Use Map that follows this page displays the future land use geographically. The split between residential and non-residential acreage is a 63/32 ratio. The remaining five percent is currently recommended as mixed use. This future land use includes residential and non-residential uses like retail and office space developed in close proximity to each other in thoughtfully planned developments.

In order to achieve a good balance of residential and non-residential uses in the city, the large planning areas with mixed use land recommendations should be developed with a 40/60 split between residential and office/retail uses.

Long term sustainability of Danville depends on a balance of residents, services, and jobs that support each other.



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